2d.

A DISCOURSE OF THE FISHERY.

Briefly laying open, not only the *ADVANTAGES*, and *FACILITY* of the *Undertaking*, but likewise the *Absolute NECESSITY* of it.

ASSERTED, and VINDICATED from all Material OBJECTIONS.

By Sir *ROGER L'ESTRANGE.*

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A DISCOURSE Upon the FISHERY.

BEing to treat of the *Fishery*, and more particularly of the *Herring-Fishing*, though I reckon upon the *Cod* and *Ling-Fishing* also in the Gross, I have diligently perused, extracted, and digested whatever I could meet with upon that Subject, and I find that my Discourse will fall under these 3 Propositions.

I. *That it is of Great, and Certain Advantage.*

II. *That it lies fairer for the* Subjects *of his Majesty of* Great Britain, *than for the* Hollanders.

III. *That if it be Encouraged, and Eſtabliſhed it will prove the Foundation of an ample, and laſting* Revenue *to the* Crown, *and of* Wealth *and* Proſperity *to the* Nation.

Nay, if it ſhould turn to Loſs, *inſtead of* Profit, *it would ſtill abundantly anſwer the* Expence, *in the* Conſequences; *being an undertaking, not only of* Common Benefit, *but (as the Caſe ſtands) of* Abſolute Neceſſity, *to the* Safety, *and* well-being *both of* King *and* People.

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§. 1. *The* Fiſhery *is of* Great, *and* Certain Advantage.

TOuching the *Advantages* of the *Fiſhery*, I preſume there will be no diſpute, ſince it is granted on all hands, that the *Dutch* are beholding to it for the *Riſe*, and *Support* of their *Greatneſs*; for their *Reputation abroad*, and for their *Strength* at *Home*: Inſomuch that the *Herring*, *Cod*, and *Ling* taken in his Majeſties Seas, by the *Dutch*, and *other Strangers*, are valued *Communibus annis*, at no leſs then *Ten Millions of Pounds Sterling*; which Computation has been often Publiſhed, and conſtantly received for current, without contradiction.

§. 2.

§. 2. *The* Fiſhery *lies fairer for the* Subjects *of his Majeſty of* Great Britain, *than for the* Hollanders.

AS the *Fiſhery* is very *Conſiderable*, ſo it lies much fairer for Us, than for *Them*, in regard that we have many advantages toward it, which the *Dutch* want, and that *we* hardly want any thing which *they* have, ſave only Induſtry, which may be eaſily Promoted by good Order, and Diſcipline.

Firſt, We have the Fiſh upon our Coaſts, (I might have ſaid upon our *Shores*) where in caſe of *Storm*, *Unlading*, taking in *Proviſions*, or the like; it is ſeldom above 4 or 5 hours work (and moſt commonly not ſo much) to Recover a *Harbour*, and without any loſs of time, to refitt, and put to Sea again; whereas the *Dutch* have uſually ſome 200 Leagues to ſayl before they come to their Fiſhing; and there they lie at the mercy of the winds, for want of a Port to friend: and in Caſe of unlading, they have as far back again; which takes up a great deal of time, hinders their buſineſs, and endangers the loſs of their Markets. It is true, that they have their *Yagers* many times, to take off their Fiſh at Sea, and re-furniſh them with Cask, and other neceſſaries; but if it happens to be a Rowling Sea, they muſt lye ſtill, and wait for a Calm; whereas

whereas with us that are in Harbour, the work of unlading, Re-packing, and ſending our Fiſh away to the firſt Market, goes on in all weathers. So that in reſpect of the *nearneſs* of the Fiſhing, we have much the Better of them: And no leſs, in the Commodionſneſs of our *Ports* and *Creeks* to Receive the *Buſſes* upon all Occaſions.

As to the *Charge* of a *Fiſhing Veſſel*, with her *Furniture*, *Tackle*, *Salt*, *Caſk* and *Victuals*; there is hardly any thing that belongs to it, except *Pitch* and *Tarr*, which *we* have not of our own Growth, whereas the *Dutch* have little of their own towards it, but *Cheeſe* and *Butter*, which is cheaper with *Us* too than with *Them*.

Now if the *Fiſhery* be ſo *Profitable*, and lie ſo *open* to Us, that we may maſter it with leſs *Expence*, *Difficulty*, or *Hazzard* than the *Dutch*, It is our own fault if We do not improve it to the Greateſt Temporal Bleſſing (perchance) that Providence ever beſtowed upon any People.

Some indeed will have it that We *want Men*; *Others*, *that our Men will never take to it.*

To the Firſt, I anſwer (under favour) that we have *Men* enough, but they are idle, and live upon the Publick (to the ſhame of the Government) without any Return of Labour and Induſtry for their Bread; let but theſe People be ſet at work upon the *Fiſhery*, and we ſhall have hands to ſpare.

The Second Exception is a Contemplation at large, *viz. That the* Genius *of this Nation will never*

never endure the hardſhips of that Employment.

To which I Reply, That the *Engliſh* do daily run greater hazards, and ſuffer greater *hardſhips* in other Voyages, than they do in This; And that they are, in very many Caſes, inured to harder Labour: For certainly the working of a *Mine* is incomparably beyond that of a *Buſſe*. But to come to the very Point it ſelf, ſo far are the *Engliſh* from an *Averſion* to the *Fiſhery*, that they do *apply* themſelves to it; as *Yarmouth*, and *Scarborough*, and indeed the whole Coaſt will bear me witneſs; For ſo ſoon as ever harveſt is over (where the *Herring ſeaſon* comes on) the Boys, and Country Fellows preſently flock to the Coaſt, to be hired into the *Fiſhing*, and upon tryal, find it ſo much to their liking, that after the ſecond Voyage there is not one of Twenty of them but takes up at Sea for good and all, without ever returning to his former Condition.

To make it yet Clearer, it will not be amiſs to take this General Objection to pieces, and diſtinctly to Examine the ſeveral difficulties that occur under the notion of *hardſhips*. For to ſay that *the* Engliſh *will never do any thing but where they may lye warm, and dry; fill their Bellies, and take their Eaſe; and that the* Hollanders *will endure Hardſhips better than the* Engliſh, will never carry the Queſtion: but I would fain know what ſort of *hardſhip* it is (conducing to this affair) wherein the *Dutch* go beyond *Us*.

Are

Are they *Hardier* to encounter the *Dangers of the Seas*?

In this point, we may appeal to every days Experience, and leave the whole world to judge betwixt us.

Is it the *Hardship* of Lying exposed to *Cold Blasts*, and *Storms*?

Herein lies a mistake, which I must confess has gain'd some Credit, and it is worth the while to set it Right. Be it known then, that the *Herring fishing* in his Majesties Seas, begins in *June*, and goes out in *November*: and that for the *first* 4 *months*, (which is the best time both for *Profit* and *Fair Weather*) we never so much as look after it, but fall in upon the *Winter Fishing*, from *September*, to the end of *November*, which is the most Tempestuous season of the whole year. And then in *January*, we fit out for the *North-Seas*, and spend the remainder of the Winter in all extremities of cold and hardship. This is enough to satisfie any man, that *Our* skins are as good proof against wind and weather as *Theirs*.

But I will put it yet further, by supposing that the *Winter fishing* would be too hard for us? What excuse have we now for not making our best of the *Summer Fishing*, which is far the more gainful of the two?

And truly the *Hardship* of *Course feeding*, does not amount to much neither, though I know great stress is laid upon it, *how pitifully* their People Fare; *and that an* English Body *will never*

never be able to live upon a Dutch Diet.

If ſo it were, that an *Engliſh Diet* could not be had, and that a *Dutch one* would not ſerve the turn; it were ſomething; but that is not Our Caſe; for here, he that cannot feed upon the One, may have the Other: and I am perſwaded, that the work will go on with *Peaſe* and *Bacon*, every jot as well as with *Roots* and *Cabbidge*; Not but that the *Engliſh* can bring their ſtomacks down too upon any Honourable Occaſion, to the Groſſeſt Food Imaginable; as has been often ſeen among the Beſieged in our late Troubles: but they are too generous, to mortifie their *Carcaſes*, purely to ſave their *Purſes*; which in this particular, is the only ground of Exception; *It will augment the Charge*: that is to ſay, whereas a *Holland-Buſs*, after their way of Victualling, clears about a 1000*l.* a year, an *Engliſh-Buſs* will not clear above 990*l.* according to *Ours*: which 10*l.* difference I do only admit for quiet ſake, and to ſhorten the diſpute; as being the moſt that any man can pretend to; and more too, in plain terms, than the matter will bear. For the *Dutch Victualling* is the ſame with ours, ſo far as to *Beer*, *Biſcuyte*, *Butter* and *Cheeſe*, all which we can lay in much cheaper than *They*: ſo that 'tis but adding the Charge of *Peaſe* and *Bacon*, which (to take it at the worſt) comes but to ſome 15 or 16*l.* more, and then diſcounting for the other *victuals* which it ſaves; for the difference of *Prizes*; and for the *Brandy*, which their People

drink more than ours, and there's the Accompt.

Besides that the very supposal of passing from *a good Diet to a bad*, is a great Errour, for the Countrymen that put themselves into the Fishing, fare incomparably better at *Sea*, than ever they did at *Land*; for besides the Ordinary Provision which they carry to Sea, they feed upon the Fish they catch; which for variety and delicacy, (being fresh taken) is a Treat, beyond what is to be had at any Noblemans Table ashoar; and improves them at such a rate, that of pitiful Weaklings at Land, they come in a Voyage or two to be hearty, stout and healthful persons.

There is another Objection raised from the strictness of the *States Government*; (where People must either *work*, or *starve*) which says, that *the hardships of the* Fishery *are so great, that if it were not barely to keep life and soul together, no body would meddle with it, and that their* Fishery *is meerly supply'd out of such a sort of People.*

My Answer is, *First*, that the *Foundation* is a *mistake*, for it is already made plain, that there are no such terrible *hardships*. *Secondly*, for Argument sake, I will take all for Granted, as well the *hardships* themselves, as the *necessities* that make people undergo them; let it but be agreed, that by the force of those *necessities*, the thing is done at last. For then, by a stronger reason it may be done by *Us*, who have Ten men for their One, that have nothing to live upon but their Labour: Persons that are ready

to

to ſtarve for want of *work*, when the Nation is almoſt undone for want of *People*.

There are yet *two Lions more in the way*; 1ſt. *Our Herrings are in no eſteem abroad, becauſe we have not the right way of Curing them.* 2ly, *We ſhall never make any thing on't, for the* Dutch *will under ſell us, by freighing cheaper; and conſequently beat us out of the Trade, for want of Vent.* To which in Order.

1ſt, There are *two ways* of *Curing Herring*; The *One*, at *Sea*; where they are Gipp'd, immediately upon the taking, and ſo barrel'd up: The *Other*, at *Land*, where they are *Gipp'd*, and *Pack'd*, ſome days after they are taken. *Theſe* we call *ſhore-made Herrings*, and we know before hand, that one Barrel of the Other, (for Goodneſs) is worth a hundred of Theſe; and that they will never take their Pickle kindly, unleſs their Throats be cut as ſoon as they are caught. So that it is a great Errour, to take a *ſhore made Herring* for a tryal of our Skill of Curing. But for thoſe we make at *Sea*, they are as good, and as well eſteemed abroad, as any *Dutch Herrings* whatſoever: and this very year, above 200 Barrels were ſold into the *Eaſt Country* out of one ſmall veſſel of ours at near 4 *l.* a Barrel. I wiſh we were not more to blame for not *taking* them, than for not *curing* them. But *what if really we could not Cure them? Is it impoſſible to Learn?*

2ly, The other ſuggeſtion, that *the* Dutch *will beat us out of our Trade*, is either of no force at all againſt the *Fiſhery*, or it is much more forcible againſt the *Merchant*, and the *Collier*; for

this Trade lies under our Noſes, and more in our Power than any other: And to diſcourage our Fiſhing upon this Conſideration, is all one, as to bid us *quit all Navigation whatſoever, and leave our ſelves at the* Hollanders *Mercy*; or in Effect, for *a Prey to all Comers*. And then to fear the want of *Vent*, is to imagine that people will leave Eating; for a great part of the Trading World lies yet unſerv'd: neither can any man ſhew me that ever our Herring lay upon our Hands, for want of a Market.

Enough is ſaid 1*ſt*. to ſhew the *Advantages* of the *Fiſhery*. And 2*ly*. that we may eaſily *Maſter* it, if we pleaſe. It remains now that we take poſſeſſion of it, and apply the Profit to our ſelves.

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§ 3. *If the* Fiſhery *be Encouraged, and Eſtabliſhed, it will prove the Foundation of an ample, and laſting* Revenue *to the* Crown, *and of* Wealth *and* Proſperity *to the Nation.*

Nay, if it ſhould turn to Loſs, *inſtead of* Profit, *it would ſtill abundantly anſwer the* Expence *in the* Conſequences; *being an undertaking not only of* Common Benefit, *but* (*as the Caſe ſtands*) *of* Abſolute

ſolute Neceſſity, *to the* Safety, *and* well-being *both of* King *and* People.

IT is but reaſon, that *Publick works* ſhould receive *Publick Encouragement*; and that where both Prince and People are to partake of the Benefit, they ſhould likewiſe joyn in the furtherance of the thing. Of ſuch a Quality is this work. No fickly Project upon a Ramble we know not whither, to hunt for we know not what; but a ſober and ſimple Plot upon a *Treaſure* that lies at our very Feet: a *Treaſure*, of more Value to *Us* than *both the Indies*, and yet we will not ſo much as ſtoop to take it up.

The Encouragement here intended, is the raiſing of a Sum of money for a *Fond* as a neceſſary Preparatory toward the perfecting of the work: which may be done either by *Lone*, *Contribution*, or *Tax*.

Hitchcock computes upon 80000 *l.* to be furniſhed by 40 *perſons out of every County, at* 50 *l. a man*, reckoning *South Wales* for *one County*, and *North-Wales* for *another*, (which is no great matter.) And many other contrivances there are; but this point may be cut ſhort: for, upon good ſecurity, there will be no difficulty of procuring Money.

Contribution would be an eaſy way, and certainly do a great deal in the buſineſs; if the People might but be ſecured from the fate of their *Laſt Benevolence* in this kind, which never came to any thing, and *there is a good part of it remaining*

remaining in the Collectors hands to this very day, unaccounted for. Many ways might be found out for their ſatisfaction, but none perhaps more agreeable than *Depoſiting of the Stock in the Chamber of London.*

A General Tax would do the Deed at a blow; Nay a *Particular Impoſition*, to introduce it by degrees, (as in caſe of the *Algier Duty* for the *Redemption of Slaves*; the *Cole-Tax for the Rebuilding of Churches*) would ſufficiently anſwer my purpoſe.

Monies being *raiſed* and *depoſited* toward a *Stock*, we come now to conſider *where*, and *how* to employ them.

The firſt thing to be done may be the Reſolving upon ſo many *ſtaples*; and then to fall to work upon *Creeks*, *Wharfs*, *Docks*, *Store-houſes*, *Tan-houſes*, *Work-houſes*, *Cranaries*, *Brew-houſes*, and other Conveniencies for the ſervice: And at the ſame time, the *Poor* may be ſet to work upon *Spinning*, making of *Nets*, and Ropes, and the like; that the *Fiſhing-Tew*, and *the other Proviſions*, may go on hand in hand together.

By this Method, the deſign may be very fairly advanced with a matter of *Forty or Fifty Thouſand Pounds*, leaving the Charge of the *Veſſels* to come after, when there ſhall be Accommodations fit to entertain and receive them. The reaſons of my propoſing it thus by halves are theſe, *1ſt.* There is no need of buying *Veſſels* till we know how to diſpoſe of them, (though an eye may be had in the *Interim*, to the ſaving, and ſetting apart for this uſe, of ſuch Ships as may poſſibly

poſſibly fall in by the by,) ſly. The *Expence* will be lighter, and ſo more eaſily compaſſed. And *Laſtly*, (which is the main point of all) It will be a great Encouragement to a further ſupply toward the Charge of the *Veſſels themſelves* (which is next to be conſidered) when the people ſhall ſee that we are in Earneſt, and half through the work already.

The Charge of a *Herring-Buſſe*, of 80 *Tun*, new from the *Stocks*, and furniſhed at all points for the *Fiſhery*, together with *Victuals*, and *Wages* for *one whole Year*, may be rated at 900 *l.* which being divided into two parts, I make accompt that the *Veſſel* her ſelf with her *Cock-Boat*, *Maſtes*, *Sail*, *Yards*, *Cables*, *Anchors*, and other trim to fit her for the Sea, will make about one *Moiety*: So that 200 *New Buſſes*, *rigg'd*, and *fitted* as afore ſaid, will come to about 90000 *l.* (or at ſecond hand perhaps, 30000 *l.* cheaper) which Expence, with ordinary ſucceſs, will be cleared the firſt year, and money toward a *ſtock* over and above. It were better if there were more, but rather than fail, I would content my ſelf for a beginning, even with a fourth part of theſe: But be they more, or fewer, I would have all the Veſſels advanced upon the *Kings* Accompt; and have the Remaining Charge of *Nets*, *Rope*, *Line*, *Caſk*, *Salt*, *Victuals* (and in ſhort, of all *Fiſhing Tew*, and *Proviſions*) to be born upon *Adventure*, according to common Practice in thoſe caſes, for the Eaſe of his Majeſty and the Encouragement of the People. This will be better underſtood by a word or

two

two concerning the Methods in the menage of the Fiſhery.

The *Profit* of a *Herring-Buſſe* is divided into ſo many *ſhares*, whereof there go about 2 *Thirds* to the *Adventurers*, and the *reſt* to the *Veſſel*. The *Nets*, and *Fiſhing Geare*; the *Maſter*, and his *Mate*, with the *Sailers*, *Fiſhermen*, and the *Veſſel* it ſelf, are in upon the *Adventure* of *No Purchaſe, no Pay*. The *Ships Proviſion*, of *Victual*, *Salt*, and *Cask*, are furniſhed upon *Adventure* too, with the advantage it may be, of 12 *per Cent.* for their Commodities in *peace*, and *twice* as much in times of *war*, above the price of the *Market*, but with this difference, that this *laſt adventure* is to be paid off upon the *Return*, before the *dividend*: without pretending to any other Intereſt in the profit of the voyage. So that his Majeſty ſhall not need to be one penny more out of Purſe, than for the Veſſel, as aforeſaid: ſave only the *Ships part* toward the *wages* of 6 or 7 *Land-men*; which is ſo inconſiderable, that after two Voyages, they themſelves will deal no longer for *Wages*, but ſerve upon *Adventure*.

This is the very Track of the Affair, and by this method is Retrenched almoſt the *one half* of the Preſent *Charge* of the *Fiſhery*; the work made eaſy, and profitable, in common, both to King and People.

The Proportion of *Sailers*, and *Fiſhers*, for 200 *Buſſes* will be 1800, or 2000 *men*, which will be ſupply'd from our Coaſts without any difficulty: and theſe 200 *Buſſes* will train up yearly,

yearly, at leaſt 1200 *Landmen* for *Sea Service.*

And then for *Money*, certainly it will never be wanting, when ſo ſmall a matter may advance ſo great a work.

What were it for the *Clergy* to make his Majeſty a Preſent of fifty *Buſſes in kinde*; and delivered without any further Trouble, into his own Ports? which undoubtedly they would never ſtick at.

A matter of fifty or a hundred *of thoſe Noble Perſons, upon Whom his Majeſty hath ſhowred down his Graces, and Bounties*; what were it for them to furniſh as many more (which in pure Honour, and Gratitude, they would never Refuſe?)

The *City* of *London* would undoubtedly come in for their *Quota* too; not only in *Acknowledgment* of the *Honours*, and *Priviledges* they have received from the *Crown*, but in purſuance of their *wonted munificence* in favour of all *Publique undertakings.*

So that there remains but 50 *Buſſes more* to be furniſhed from the *whole Nation beſide*, to make up the *Number*; which comes to little more, than a *Veſſel* a *County*, *one County* with *another.*

This way would carry the buſineſs through, and leave no Objection behind, of any Poſſibility of *ill husbanding*, or *miſapplying* the *Monies*; when the Reſpective *Contributers* themſelves ſhall have the manage, and ordering of their own *Proportions.*

This may ſuffice for an *Encouragement* to the *Fiſhery*; and there wants little now toward the *Eſtabliſhment* of it, but the ſettling, and ſetting apart, by Act of Parliament, of a certain *Revenue* for the *Repairing* of *Creeks*, *Wharfs*, *Houſes*, and *Veſſels*, belonging thereunto; *to be veſted in the King, and his Heirs for ever*; to the ends and purpoſes aforeſaid.

In purſuance of my Aſſertion, I am now to make good, that the *Fiſhery* being duly *Encouraged*, and *Eſtabliſhed*, will prove the *Foundation* of an *Ample*, and *Laſting Revenue* to the *Crown*, and of *Wealth*, and *Proſperity* to the *Nation*.

Upon the *Kings* providing *Buſſes*, and the ſettling of a matter of 20000 *l.* a year for *Reparations*, aad *Supplies*, in manner as is heretofore expreſt; there will accrue to his *Majeſty* a *Third part* of the *Profits* of the *Fiſhery*, in the Right of the *Veſſels*; which, upon a very Reaſonable and hopeful Improvement, will amount to *a Million and a half*, yearly; and remain to the *Crown for ever*. This is it which I call the *Foundation* of an *Ample*, and *Laſting Revenue*; and which I look upon as a *Treaſury*, that will much more than Anſwer all *His Majeſties Naval Expences* whatſoever. To ſay nothing of what will be advanced in his *Cuſtoms*, by *Commodities*, Imported for our *Fiſh*, in *Return*.

And I may very well reckon upon it alſo, as a *Foundation* of *Wealth*, and *Proſperity* to the *Nation*; for I cannot Caſt my Eye upon any ſort or Condition of *People*, that is not the better for it, and the *Community* moſt of all.

1ſt. It will bring all other Commodities in upon the *Truck*; which we now pay ready mony for; to an *Ineſtimable value*.

2ly. It will eaſe this Kingdom at leaſt 300000*l*. *a year*, in the very Tax to the *Poor*, by Employing all ſorts of People, and turning the great Burthen of this Land, into an equal Benefit: which will be in ſome meaſure a re-peopling of us too, by adding ſo many loſt hands to the ſervice of the Publique.

3ly. A full *Fiſhery*, in this one year, would have ſaved the City of *London*, and the Dependencies upon the River of *Thames*, near *half a Million* perchance, in the price of *Cole*; for there would never have wanted *Seamen*, to carry on the *War*, and the *Colliery* together.

It would be endleſs to run through all the *Particulars*; How *it begets Commerce, Fills His Majeſties Coffers, Peoples his Dominions*, and conſequently *raiſes the price of Land, Enriches the Merchant*, both by *Exportation*, and *Importation*; and the *Tradeſman*, by ſetting all hands to work; for it is remarkable, that 10000*l*. *adventure in the Fiſhery, employs more people than* 50000*l*. *in any other Trade whatſoever, Clothing excepted. It excites Induſtry, and Clears us of Loyterers, and Beggars.* Inſomuch, that *Ordinary Servants make themſelves fortunes, by working of Nets, at ſpare hours, and adventuring them in the Fiſhery.*

Let it not be imagin'd that I ſpeak all this *without Book*, for I have my Calculation of the *profit* of it, and *other advantages*, from Sir *Walter Raleigh*, Sir *John Burrows*, and many other

learned, and Experienced Authors, who computed the yearly value, at above *ten Millions*, when the *Dutch* had not half the number of Buſſes which now they have.

But be the profit more or leſs, rather than differ upon that point, *we'll caſt all our Millions into the Sea again*, and yet ſet up the *Fiſhery*, tho we ſhould trade to *Loſs*: for it ſeems to me, of ſo *abſolute a Neceſſity to this Nation, that* (humanely ſpeaking) *we cannot well, or long ſubſiſt without it*.

If we let our *Navigation* fall, we are *Loſt*; and how to *ſupport*, and *ſupply* it, without the *Fiſhery*, I do not Comprehend: The *Man of War*, and *Merchant-man*, *conſume Seamen*, and *Breed none*. The *Collier* brings up, now and then an *Apprentice*, but ſtill *ſpends* more than he *makes*. The only (and the *Common*) *Nurſery* of *Seamen* is the *Fiſhery*; where *every Buſſe* brings *up* (*it* may be) 6, 8, *or* 10 *new Men every Year*; ſo that our *Fiſhery* is juſt as *Neceſſary* to our *Navigation*, as our *Navigation* is to our *ſafety*, and *well-being*. And it is well enough obſerved, that *All Princes and States, are ſtronger or weaker, at Sea, according to the meaſures of their Fiſhery*.

Nor is it only for the *Number* of *Seamen* that we are indebted to the *Fiſhery*, but for the *value* of them alſo, for *there never were braver Officers in the world, than thoſe that have been Trayn'd up in That School*, as any man that deſires to be better informed, may eaſily ſatisfie himſelf.

Nay,

Nay, if they were only to be Employ'd as *Pilots*, their *ſervices* would more than Countervail the *Charge*: for *their buſineſs* lyes where *our Danger lyes*: They know all the *Rocks* and *Shelves*, and there's no *Coaſting* without them. How many brave Ships have we ſtranded, for want of a pitiful Fiſherman aboard, to forewarn us of the Danger? yes, and I have heard it confidently ſaid, that even ſince this laſt War with the *Dutch*, a great part of His Majeſties *Fleet Royal* had like to have periſhed upon the ſame ſcore. Neither can we pretend ſo much as to *Pilot* a great Ship out of the *River*, without a *Fiſherman*.

As we can do nothing at *Sea* without the *Fiſhery*, ſo I am afraid we ſhall make as ill ſhift at *Land*, For we have a *bold Coaſt*, and for want of people upon it, to defend it, we lye open to a thouſand Miſchiefs. The *Fiſhery* will relieve us in *This* too; by planting a *Trade* there, which will draw on *Commerce*, and conſequently *repeople* and ſtrengthen us. If it be asked me, *how we have done for Seamen all this while?* I anſwer, that we have done for *Seamen*, as ſome people do for *Money*; that have but a Thouſand Pound in the world, and play away five Hundred of it in a Night: we ſpend upon the Main ſtock, and it will never hold out. It has been our *Fiſhery* (even poor as it is) that has ſupported us all this while, and *when That dies*, a man may foretel without the help of an Oracle, that the Glory of *England will not long outlive it*.

When

When I ſpeak of the *Fiſhery*, I deſire to be underſtood of the *Fiſhery* in *General*, and of *Cod*, and *Ling*, as well as *Herring*; which is Eſteemed to be well nigh as Gainful too as the other. There is not any ſubject perhaps that has been more Labour'd, and to leſs purpoſe than this, and the Reaſon poſſibly may be, that we have only taken a proſpect of the *Pecuniary advantages* of it, which we may live without, and given no heed at all to that *Conſideration of State*, which makes it of *Abſolute Neceſſity* to our *Preſervation*.

To Contract all in a word; If any man ſhall ſay, that I have *over-rated the Fiſhery*, and the Influence it would have upon the proſperity of this Kingdom, let them reply upon Sir *Walter Raleigh*, Sir *John Burrows*, and other perſons of Note, who have ſtudy'd the point and made a particular deduction of the Value of it.

Or If I have not ſufficiently proved, that it lies fairer for *Us*, than for the *Dutch*; or not fully anſwered all Material Objections to the Contrary, I ſhall be Glad to be better Inſtructed.

Or (the Profit apart) If we can ever be either *Happy*, or *ſafe*, without *Navigation*: Or *Maintain* that *Navigation* without a *Fiſhery*; and *manage* it without *Pilots*. If this may be done, I ſay, *All's well*: But if not; I may then conclude, that the *Fiſhery is of an Abſolute, and Indiſpenſable Neceſſity, to the well-being, both of King and People.*

FINIS.